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NRO REVIEW COMPLETED

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2 May 1963

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MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : OSA Summary of Activities for Week Ending
1 May 1963

NRO

1. Dr. McMillan has proposed the organization of an Aircraft Operations Unit within the immediate NRO Staff which will be responsible for reviewing and coordinating our overflight plans enroute to the DMRO for Special Group consideration. Dr. Scoville has recommended a counterproposal which would establish a new Program Director within the Staff in lieu of utilizing the JRC in a dual capacity as Dr. McMillan had proposed.

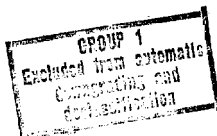
2. The recommendations of the M-2 [] Committee still remain a controversial issue with the Air Force recommending use of the [] program and the CIA representatives preferring continued use of the MURAL and development of the MK-8 45" diameter recovery vehicle.

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IDEALIST

1. The construction [] is being delayed pending approval of the program by the DCI, however, the DAD/OSA is attempting to stimulate priority construction of the new well. OSA is to fund [] to this construction program.



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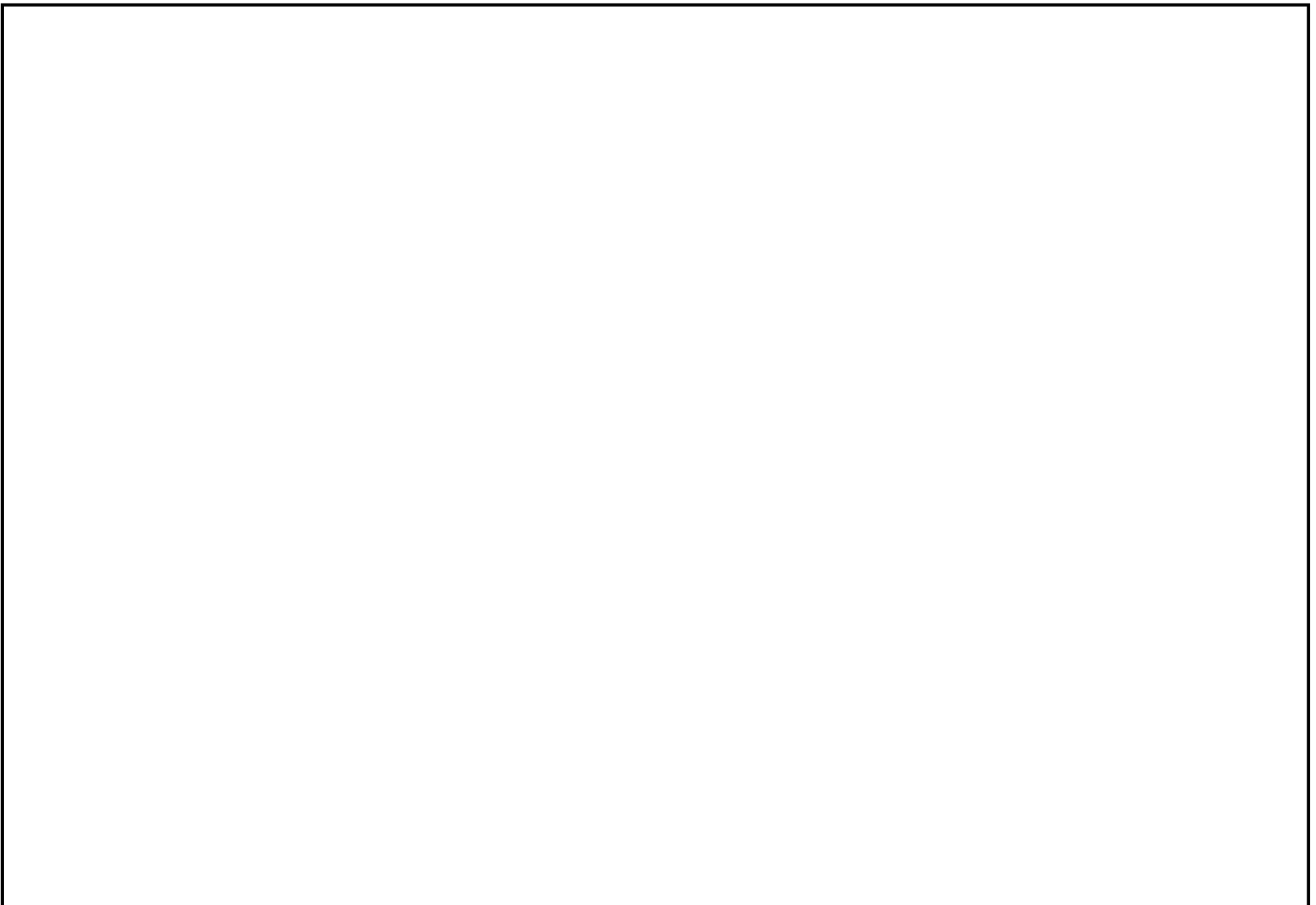
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2. On 30 April Dr. McMillan, Dr. Scoville and Mr. Kiefer visited the Itek Plant and received a briefing concerning the status of CORONA cameras and the proposed use of camera #51 for IDEALIST photography to increase the ground resolution of U-2 photography. Itek proposed that a newer "J" camera be used as the engineering model for testing, etc., thereby making #51 available for IDEALIST. Dr. McMillan's reaction to this briefing is unknown, however, ☐ is pursuing this matter to seek Air Force support. Itek is also preparing several proposals which would involve the construction of a separate camera outside of the normal CORONA line but employing spare parts made available from that program. The failure of the last ARGON shot may necessitate a launch of a second ARGON attempt in the near future, thereby freeing a camera previously earmarked for a CORONA launch.

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ARGON

The ARGON shot launched on 26 April failed to obtain orbit. According to General Greer poor judgment by a LMSD engineer resulted in an error in the horizon sensor ascent setting which caused injection at a positive flight path angle exceeding the limit for orbit attainment. This error was contributed to the unique combination of an ARGON flight on an AERNA "D", and caused the vehicle to impact over the Urals in the USSR. The status of the camera package and nose cone is presently in debate with some suggesting that the vehicle's gas would have exploded, thus disintegrating the vehicle prior to impact. The less optimistic content is that there is a good possibility that an analysis of the "wreckage" of the vehicle could substantiate the presence of film, camera, etc.

OXECART

1. Three more J-58 and one J-75 engine experienced foreign object damage last week (21 thru 26 April). Engines #213 and #216 are not serviceable but #214 and J75 091 can be repaired. An intense investigation is being made at this time to establish the cause of this damage.

2. The Programs Staff, OSA, has prepared a list of problem areas in the OXECART Program for the AD/OSA which indicates who is taking action on each problem at this time. This Staff will monitor this program to see that timely action is taken to alleviate these problems as the OXECART Program progresses.

3. Regarding the proposed increase in positions at the [] Depot, Mr. Cunningham has suggested that someone from the Air Force Logistics Command make an impartial survey of the workload distribution at both [] in order to permit Headquarters to maintain a proper balance between these two essentially supplemental activities. It seems that at this time Lockheed is dispatching directly from Burbank to [] approximately seven truck loads of aircraft parts per week, which [] must pick up on their record-keeping systems and then transfer this information back to [] for incorporation in the master records there. Mr. Cunningham believes we should investigate this practice before it becomes a way of life with Lockheed. Because this procedure now exists, he questions that [] needs to nearly double their existing strength and feels that this should be considered before levying a requirement upon the Air Force for [] personnel.

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4. The problems connected with developing a contingency plan for OXCART staging were discussed at a meeting in OSA on 30 April. In addition to Headquarters personnel, [] attended as representatives from [] To insure that all persons present were aware of the ground rules regarding the formulation of such a contingency plan, Colonel Ledford reviewed a prepared list of assumptions and a limited discussion followed. The remainder of the meeting concerned detailed discussion of how we can best assemble cost estimates for construction and equipment needed to complete this plan. [] of the Programs Staff is currently writing a draft of an OXCART contingency staging plan; it is anticipated that it will be ready by 15 May.

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5. None of the four J-58 engines programmed for delivery in April has been received [] It is anticipated that two of these engines will be ready for shipment to [] about 4 May.

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6. A decision has been made to procure Buick start carts from Lockheed in lieu of ATS-200's or ATS-400's. Lockheed has been asked to submit their requirements to support ten aircraft []

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7. During the week of 22 April [] Development Division, OSA, visited Wright Patterson Air Force Base and Edwards Air Force Base for the purpose of finalizing test procedures on the ejection seat for the OX vehicle. These tests will be done out of a modified F-106 aircraft at the 6511th Test Group NAF, El Centro, California. Tests will begin 17 May and run through 25 June. [] feels that seat stabilization problems will occur before seat-dummy separation (4 seconds). If this problem materializes, it would be the responsibility of Lockheed to accomplish some "fix" to stabilize the seat during the 4 second period.

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Chief, Programs Staff
(Special Activities)

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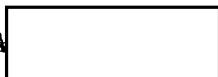
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